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**A SELECTED BIBLIOGRAPHY ON INTERCHANGE DEVELOPMENT
AND LAND USE CONTROLS**

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A SELECTED BIBLIOGRAPHY ON INTERCHANGE DEVELOPMENT
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The proper use, development, and protection of interchange areas is vitally necessary if the Interstate System is to carry out the functional goals of traffic movement, land use development and related matters, both in the long and short run. The initial monetary outlays for interchange construction are significant; and, for this reason alone, one can justify detailed socio-economic studies to insure their proper utilization.

Even more important, however, is that the use or abuse of interchange areas affects the efficiency of major portions of the Interstate System and the surrounding areas if they too quickly become congested and obsolete. An orderly process of land development change at interchanges is necessary for the most efficient allocation of resources. However, there is presently a deficiency of information that will allow the planning process for these areas to proceed on a sound data base. A planning and control procedure is needed which will incorporate both recent and anticipated environmental changes into alignment determination and design features, as well as to allow consideration of alternative control measures to insure orderly transition in interchange land use development. In addition, there is a need for planning and control models that will allow orderly development near existing interchanges. Such a planning and control procedure to be effective must include, for example, information on such areas as land development trends and projections,

estimates of the traffic impact of future development, evaluation of design alternatives, and legal provisions for controlling land development.

For the development of meaningful and comprehensive plans and guides to action, information must also be obtained which will reveal, for example, by how much and in what ways do the demands for user services (food, restroom facilities, service stations) differ from nonlimited access facilities, whether the demands for services between commercial and non-commercial roadway uses are different, differences in demand for services by local and thru traffic, and the types of complementary services that consumers feel should be provided at interchange points.

Information on consumer demands for services is but one aspect of this problem. Information must also be developed, for example, on the threshold level in terms of consumer demands that will justify the appropriate investments by private enterprise, the differences in terms of the specialized functions of rural versus urban interchanges, downtown interchanges versus outlying metropolitan interchanges, interchanges with and without frontage roads, and differences in terms of the traffic generating characteristics of different types of land use at interchanges, i.e., residential, rural, commercial, and industrial. Additionally, the degree of influence of land uses at areas some distance from the interchange must be revealed, as must compatibility and incompatibility of given types of land use, the amount of local versus thru traffic at given interchanges, and differences in trip purposes of traffic utilizing the interchanges.

Answers to the above questions will permit the development of plans for effectively guiding and controlling development at interchanges. It must be assumed that at most interchanges certain types of land use

will inevitably occur. Often, before an interchange is even completed, large traffic generators are built proximate to the exit and entrance terminals. The resulting traffic loads which are generated by this uncontrolled development may functionally destroy the interchange if the initial design capacity is too quickly exceeded. Control of some type is necessary. However, the varied character of the interchanges precludes the application of rigid control standards. Land uses and standards of development must be different in congested urban areas as opposed to sparsely settled rural areas and in terms of residential versus commercial areas. However, this does not preclude the development of flexible standards that can be easily adapted to local situations. Standards could be developed by type and location of interchange in terms of such factors as height of building, minimum lot size, off-street parking requirements, adequate visual clearance, and required frontage areas. Controls could possibly be in the form of zoning requirements, driveway control dimensions, building setback requirements, subdivision regulations, and so forth. The development and application of these types of controls which are designed to insure a process of orderly development and change at interchange points are impossible, however, without an adequate data base from which to formulate plans. A dynamic planning and control procedure which incorporates and anticipates environmental changes in the planning process and which simultaneously considers alternative control measures is needed to permit an orderly transition of interchange land development to protect the tremendous investment of public funds in these types of facilities. The attached selected bibliography on interchange development and land use controls hopefully will provide a series of books, monographs, articles and other materials which will be

of significant value to urban and regional planners in the development of control procedures to insure the optimal and efficient functioning of these spatially unique areas along the Interstate System.

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